

an agreement corporation during the previous 12-month period under paragraph (c)(1) and (c)(2) of this section, when aggregated with the proposed investment, would not exceed the lesser of 50 percent of the total capital of the Edge or agreement corporation, or 5 percent of the total capital of the parent member bank;

(E) All investments made by a member bank or a bank holding company during the previous 12-month period under paragraph (c)(1) and (c)(2) of this section without providing prior notice to or obtaining the consent of the Board, when aggregated with the proposed investment, would not exceed 5 percent of its total capital; and

(F) Both before and immediately after the proposed investment the investor, its parent member bank, if any, and the bank holding company are strongly capitalized and well managed.

(ii) *Determining aggregate investment limits.* For purposes of determining compliance with the aggregate investment limits set out in paragraph (c)(2)(i) (D) and (E) of this section, an investment by an investor in a subsidiary shall be counted only once notwithstanding that such subsidiary may, within 12 months of the date of making the investment, downstream all or any part of such investment to another subsidiary.

(iii) *Additional investments.* An investor that makes investments under paragraph (c)(2)(i) of this section may also make additional investments in an organization under the standards set forth in paragraphs (c)(1)(ii), (c)(1)(iii) and (c)(1)(iv) of this section.

(iv) *Ineligible investments.* The following investments are not eligible for the general consent under paragraph (c)(2)(i) of this section:

(A) The initial entry into a foreign country;

(B) The establishment or acquisition of an initial subsidiary bank in a foreign country;

(C) Investments in general partnerships or unlimited liability companies; and

(D) An acquisition of shares or assets of an organization that is not an affiliate of the investor.

(v) *Post-investment notice.* Within 10 business days of making the investment, the investor shall provide the Board with a notice setting out all material information relating to the investment, including:

(A) A description of the investment and the activities to be conducted;

(B) The identity of all entities involved in the investment, including any downstream investment, and, if the investment is in a joint venture, the

respective responsibilities of the parties to the joint venture;

(C) A description of the terms and sources of funds for the transaction and projections for the organization in which the investment is made for the first year following the investment; and

(D) In the case of additional investments, an explanation of the reasons for the investment and, where the investment is made in an organization that incurred a loss in the last year, a description of the reasons for the loss and the steps taken to address the problem.

* * * * *

By order of the Board of Governors of the Federal Reserve System, September 20, 1995.

William W. Wiles,

Secretary of the Board.

[FR Doc. 95-23670 Filed 9-22-95; 8:45 a.m.]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Chapter I

[Summary Notice No. PR-95-4]

Petition for Rulemaking; Summary of Petitions Received; Dispositions of Petitions Issued

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petitions for rulemaking received and of dispositions of prior petitions.

SUMMARY: Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for rulemaking (14 CFR part 11), this notice contains a summary of certain petitions requesting the initiation of rulemaking procedures for the amendment of specified provisions of the Federal Aviation Regulations and of denials or withdrawals of certain petitions previously received. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

DATES: Comments on petitions received must identify the petition docket number involved and must be received November 24, 1995.

ADDRESSES: Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rules Docket No.

_____, 800 Independence Avenue, SW., Washington, DC 20591.

The petition, any comments received, and a copy of any final disposition are filed in the assigned regulatory docket and are available for examination in the Rules Docket (AGC-200), Room 915G, FAA Headquarters Building (FOB 10A), 800 Independence Ave., SW., Washington, DC 20591; telephone (202) 267-3132. Comments may also be sent electronically to the following internet address: nprmcmts@mail.hq.faa.gov.

FOR FURTHER INFORMATION CONTACT: Mr. D. Michael Smith, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-7470.

This notice is published pursuant to paragraphs (b) and (f) of § 11.27 of part 11 of the Federal Aviation Regulations (14 CFR part 11).

Issued in Washington, DC on September 20, 1995.

Michael Chase,
Acting Assistant Chief Counsel for Regulations.

Petitions for Rulemaking

Docket No.: 25985

Petitioner: Mr. Stuart R. Miller

Regulations Affected: 14 CFR 91.107, 121.311, and 135.128

Description of Rulechange Sought: To require all children who have not reached their third birthday to be seated in their own seat within an FAA-approved safety device/safety restraint system for take off and landing and at the command of the pilot. In addition, the petitioner requests that the device shall be located/installed for use so as not to block or interfere with the egress of other passengers.

Petitioner's Reason for the Request: The petitioner feels that mandatory change would increase the accountability factor from corporate executives and from public officials, as well as focus on the safety for children passengers.

Docket No.: 28131

Petitioner: Aviation Consumer Action Project and Private Citizen

Sections of the FAR Affected: 14 CFR 121.219 and 135.169

Description of Rulechange Sought: To revise the current aircraft cabin ventilation requirements to require that each passenger or crew compartment be [suitably] ventilated by providing fresh, unrecirculated air at a rate no less than 20 cubic feet per minute per occupant.

Petitioner's Reason for the Request: The petitioner feels the cabin ventilation rates be revised because of the

increasing number of passenger complaints about a perceived reduction in air quality and recent surveys of cabin air quality, which indicate the presence of noteworthy concentrations of pollutants in the aircraft cabin.

Docket No.: 28202

Petitioner: Bonanza/Baron Pilot Proficiency Programs, Inc.

Sections of the FAR Affected: 14 CFR 61.195 and 91.109

Description of Rulechange Sought: To clarify the aircraft equipment required for aircraft used in flight instruction and expand the use of throwover control wheels in multi-engine aircraft when those aircraft are used for flight instruction.

Petitioner's Reason for the Request: The petitioner feels that current regulations unnecessarily encumber the use of aircraft for pilot training.

Disposition of Petitions

Docket No.: 25412

Petitioner: General Aviation Manufacturers Assn.

Sections of the FAR Affected: 14 CFR 25.853(c) and 135.170(b)(2)

Description of Rulechange Sought: To exclude small (under 75,000 lbs. MGTOW, less than 20 passenger seats) transport category airplanes from the fire blocking seat cushion requirements.

Petitioner's Reason for the Request: The petitioner feels that the safety benefits of fire blocking anticipated by § 25.853(c) will not be realized or needed in this class of small, part 25 transport category airplanes.

Denial; August 8, 1995

Docket No.: 26647

Petitioner: Benz Airborne Systems

Sections of the FAR Affected: 14 CFR 27.1305(t) and 27.1337 (e)(3) and (e)(4)

Description of Rulechange Sought: To require a cockpit chip detector warning/caution device and circuit checking feature (proposed feature) on part 27 rotorcraft.

Petitioner's Reason for the Request: The petitioner feels that there are currently no requirements that part 27 rotorcraft have the proposed features stated in § 27.1337(e).

Denial; August 2, 1995

Docket No.: 27371

Petitioner: Homeowners of Encino

Sections of the FAR Affected: 14 CFR 91.119(d)

Description of Rulechange Sought: To limit helicopter operations below the minimum altitudes prescribed in § 91.119 (b) and (c) to helicopters operated by any municipal, county,

state, and federal authority for emergency services, rescue operations, or police or fire departments.

Petitioner's Reason for the Request: The petitioner feels that voluntary practices of helicopter pilots to adhere to the avoidance of noise-sensitive areas have failed to produce satisfactory results.

Denial; June 8, 1995

[FR Doc. 95-23726 Filed 9-22-95; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 94-ASO-20]

Proposed Alteration and Establishment of VOR Federal Airways; FL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Supplemental notice of proposed rulemaking (SNPRM).

SUMMARY: On May 3, 1995 (60 FR 21776), the FAA proposed to establish a new Federal Airway V-601 and to modify Federal Airways V-7, V-35, and V-157 in the Miami, FL, area. This rulemaking action is necessary because of the decommissioning of the Miami, FL, Very High Frequency Omnidirectional Range and Tactical Air Navigation (VORTAC) and the commissioning of the Dolphin, FL, VORTAC. The Notice of Proposed Rulemaking (NPRM), as published, contained several inadvertent errors in defining intersections in the descriptions of the Federal airways. This Supplemental Notice of Proposed Rulemaking (SNPRM) corrects those errors and proposes to modify the description of V-601, as proposed in the NPRM, to provide a preferred route for pilots transitioning over water. Finally, this SNPRM removes nonessential language concerning a Military Operations Area (MOA) and two restricted areas from the descriptions of the Federal airways and adds an exclusion for a restricted area to an airspace description.

DATES: Comments must be received on or before October 3, 1995.

ADDRESSES: Send comments on the proposal in triplicate to: Manager, Air Traffic Division, ASO-500, Docket No. 94-ASO-20, Federal Aviation Administration, PO Box 20636, Atlanta, GA 30320.

The official docket may be examined in the Rules Docket, Office of the Chief Counsel, Room 916, 800 Independence Avenue, SW., Washington, DC,

weekdays, except Federal holidays, between 8:30 a.m. and 5 p.m.

An informal docket may also be examined during normal business hours at the office of the Regional Air Traffic Division.

FOR FURTHER INFORMATION CONTACT:

Patricia P. Crawford, Airspace and Obstruction Evaluation Branch (ATP-240), Airspace-Rules and Aeronautical Information Division, Air Traffic Rules and Procedures Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-9255.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, and energy-related aspects of the proposal. Communications should identify the airspace docket number and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made:

"Comments to Airspace Docket No. 94-ASO-20." The postcard will be date/time stamped and returned to the commenter. All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in light of comments received. All comments submitted will be available for examination in the Rules Docket both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

Availability of SNPRM's

Any person may obtain a copy of this SNPRM by submitting a request to the Federal Aviation Administration, Office of Public Affairs, Attention: Public Inquiry Center, APA-220, 800 Independence Avenue, SW., Washington, DC 20591, or by calling (202) 267-3485. Communications must identify the notice number of this